GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:61
ANSWERED ON:24.07.2003
TRAIN ACCIDENTS
DINESH CHANDRA YADAV

Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a spate of train accidents during the last few months;

(b) if so, the details of minor and major train accidents and incidents of fire in trains that had taken place since January 2003, till date, accident/incident wise;

(c) the causes for each train accident and incident of fire in trains;

(d) the loss of railway property and the number of persons killed/injured alongwith compensation paid to them, accident wise;

(e) the details of findings and recommendations of inquiry commissions, officials found guilty and action taken on the recommendations and against guilty officials, accident-wise;

(f) the details of safety measures being taken and proposed to be taken to check such accidents and incidents of fire in trains in future;

(g) whether the Government have received any report on the spate of train accident from the Railway Safety Commission; and

(h) if so, the details thereof and the action taken thereon?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (h) A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF STARRED QUESTION NO. 61 BY SHRI DINESH CHANDRA YADAV AND SHRI SULTAN SALAHUDDIN OWAISI, TO BE ANSWERED IN LOK SABHA ON 24.07.2003 REGARDING TRAIN ACCIDENTS

(a) & (b) No, Sir. The number of consequential train accidents during the period January-June 2003 has come down to 167 as compared to 201 during the corresponding period of last year (2002). These consequential train accidents are as under:

Type of Accident	January -June, 2003+	January -June, 2002
Collision	5	6
Derailments	99	125
Manned Level Crossing GateAccidents	4	7
Unmanned Level Crossing Accidents	45	49
Fire in Train	11	9
Miscellaneous	3	5
Total	167	201

+ Figures are provisional.

However, there have been five major accidents (attended with 10 or more fatalities) since January 2003. These are as under:

(i). Rear end collision between 7064 UP Express running between Secunderabad and Manmad and Parli BOXN goods train at Ghatnandur station of Secunderabad Division of South Central Railway on 3.1.2003 (killed 20 , injured 72).

(ii) Fire due to Bomb Blast in S-31 Chatrapati Shivaji Terminus (CSTM)-Karjat suburban local train at Mulund station of Mumbai Division of Central Railway on 13.03.2003 (Killed 11, injured 67)

(iii) Fire in 2903 Up Golden Temple Mail between Ludhiana and Ladhowal stations on Ferozpur Division of Northern Railway 15.5.2003. (Killed 36, injured 15)

(iv) Derailment of 904 Up Karwar- Mumbai CentralHoliday Special in Ratnagiri region of Konkan Railway (KRCL) on 22.6.2003. (Killed 52, injured 26)

(v) Derailment of 7201 Up Golconda Express atWarangal station on Secunderabad division of South Central Railway on 2.7.2003 (Killed 21, injured 24)

(c): The broad causes of the consequential train accidents, occurred between January to June 2003, including fire in trains, are as under: -

Broad Causes	No. of accidents
Failure of Railway Staff	81
Failure of other than Railway Staff	54
Failure of Equipment	4
Sabotage	11
Combination of factors	-
Incidental	11
Under Investigation	6
Total	167

(d) The direct loss on account of damage to railway property is approximately Rs. 7.01 crores (provisional) for the period January to June 2003. 229 persons lost their lives and 394 persons got injured, in the train accidents during these six months. Rs.95.22 lakhs ex-gratia has been paid to the victims/families of the victims. This payment is not counted towards the amount decreed by the Railway Claims Tribunal (RCT).Accident compensation claims are settled by the RCT. Rs.48.05 lakhs of compensation has so far been awarded to the victims/families of the victims by the Railway Claims Tribunal during the period. Compensation will be arranged by the railways in respect of the remaining cases as and when awarded by the Railway Claims Tribunal.

(e) Since January 2003, 23 accidents have been inquired into bythe Commission of Railway Safety. Out ofthese, final inquiry reports have been received in 12 cases and preliminary inquiry reports have been received in all cases. The recommendations of the Commissioner of Railway Safety/Chief Commissioner of Railway Safety are examined by Zonal Railways and the Ministry of Railways from various angles including feasibility, practicability, and financial implications etc. and the decision taken in this regard is conveyed to the Commission thereafter. The examination and implementation of recommendations is a continuous process. During the year 2002-03, 401 officials held responsible for consequential train accidents were punished and 146 officials have been punished since January 2003

.(Provisional Figures).

(f) In order to prevent accidents and reduce the impact of mishaps on Indian Railways, the following measures are being taken: -

(i) A non lapsable Special Railway Safety Fund(SRSF) of Rs.17, 000 crore has been setup to wipe out the arrears of replacement of over aged assets like track, bridges, rolling stock, and signaling gears within a fixed time frame of six years. The fund has been operational since October 2001.

(ii) Extended field trials of prototype Anti Collision Device(ACD) have been successfully completed on Northern Railway. Works of provision of ACD covering about 3500 route kms on Northeast Frontier, Southern, South Central, South Western, and Northern Railway have been sanctioned. ACD survey for 10,000 route kms has also been sanctioned.

(iii) Fouling Mark to Fouling Mark track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph has been completed.

(iv) Auxiliary Warning System has been working on Mumbai suburban sections.

(v) Last vehicle check by Axle Counter has been introduced on over 200 block sections and is being progressively added.

(vi) To meet the situation arising out of track stresses and fatigue, upgradation of track structure whenever called for is being undertaken on a planned basis by utilization of 60-kg rails on concrete sleepers. The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications

(vii) For improving maintenance and better asset reliability, Railways are continuing to eliminate fish-plated joints on tracks by welding rails to convert all single rails into long welded rails to the extent possible. During relaying/construction of new lines/gauge conversion, long welded rails are laid on concrete sleepers to the extent possible. Turnouts are also being improved systematically

(viii) "Quality Management Systems" have been developed and implemented as per the ISO 9001 Quality standards in all the Production Units, majority of the Workshops and some of the sheds/depots. All other important manufacturing/repair units have also been advised to develop and implement Quality Management Systems. Ultrasonic testing equipment is being used for detection of flaws in the axles.

(ix) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, sophisticated Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, Oscillograph Cars and Portable Accelerometers are being used progressively.

(x) Track renewals are carried out whenever they become due for renewal

(xi) Modern bridge inspection and management system is being adopted, which will involve non-destructive testing techniques, under water inspections, fibre composite wrapping, mapping unknown foundations and integrity testing, etc.

(xii) Intensive patrolling of railway track is carried out at vulnerable locations during monsoon, summer and winter.

(xiii) Interlocking of level crossing gates, provision of telephones at manned level crossings are some of the other safety aids being installed on the Railways.

(xiv) New technological inputs like solid state interlocking, digital axle counter, high performance point machines are being progressively introduced for enhanced safety and reliability of signalling systems

(xv) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster communication. Guards and Drivers are also being progressively provided with LED based electronic flashing lamps and hand signal lamps having better visibility than the conventional kerosene lit signal lamps.

(xvi) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers. Rs.73 crore have been provided under SRSF for upgradation of Training Institutes and Disaster Management Modules are also being developed.

(xvii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses. Safety staff overdue for refresher course is not permitted on train duties.

(xviii) Periodical Safety Audit of different divisions by multi-disciplinary teams has been introduced. Inter-Railway inspections and inspections by Railway Board teams have also been introduced.

(xix) Drivers are given Breathalyzer tests to check for alcohol consumption while signing on and surprise checks are also done to identify defaulters.

(xx) Emphasis is given on surprise inspections and ambush checks. Night inspections are conducted regularly to eradicate adoption of short cut methods and those found to be slack are taken up.

(xxi) Introducing anti-climbing features in coaches to minimize effects of accidents Coaches with Center Buffer Coupler (CBC) are being manufactured.

(xxii) Development of fire proof coaches is being done utilizing the latest technology available in respect of materials, fire proofing technique, etc.

(xxiii) Development of design of passenger coaches with features of crashworthiness which will absorb most of the impact energy leaving the passenger area unaffected.

(xxiv) With the revamping of Railway Recruitment Boards (RRBs), quality of staff being selected through RRBs has substantially improved.

(xxv) Use of fire retardant materials for coach furnishings

(xxvi) Fire resistant PVC flooring, interior paneling, ceiling, upholstery etc.

(xxvii) Improvement in materials used in electrical fittings, fixtures such as MCB, light fittings, terminal boards, connectors etc.

(xxviii) Intensive publicity campaigns to prevent the traveling public from carriage of inflammable goods.

(g). No, Sir.

(h). Does not arise.